AND ON TETRE! AN APPRINT INCOME CANED

MAGISTRATE TIGHE CLEARED.

APPELLATE COURT DISMISSES GODDARD'S CHARGES.

Decision Is Unanimous That He Was "Honest," if Mistaken, in Dismissing Many of the Complaints of Policy Playing Brought by the Anti-Policy League

Magistrate James G. Tighe of the Butler street police court was exonerated yesterday by a unanimous decision of the Appellate Division of the Supreme Court in Brooklyn of the charges brought against him by Capt. F. Norton Goddard of the Anti-Policy League in the fall of 1902. The officers of the league began a crusade against policy dealers in Brooklyn and made a number of arrests. These prisoners were arraigned before Magistrate Tighe charged with violating sections 344a and 344b of the Penal Code. Several were held, but the greater number were discharged. For these discharges impeachment proceedings were brought against

the Magistrate by Capt. Goddard. The matter was referred to ex-Justice G. G. Reynolds, who in his report said that while in some of the cases there seems to have been no ground on which to hold the defendants, in others the decisions were so palpably wrong as to indicate an extreme bias on the part of the Magistrate, in this case amounting to an obstruction of the due administration of the law." The referee made no recommendations.

The opinion handed down Saturday was written by Presiding Justice Hirschherg and is concurred in by all the other herg and is concurred in by all the other Justices of the division. Justice Hirsch-herg, after rehearsing the case, says that the court is called upon to determine whether the facts as developed at the hear-ing before the referee were sufficient to justify or require the removal of the Magis-trate for judicial misconduct or incompe-

"To determine that question unfavorably "To determine that question unfavorably to the Magistrate," writes Justice Hirschherg," we must find something more than mere persistency in error of judgment. There must be evidence tending to show that the judicial acts complained of were corrupt or that they were inspired by an intention on the Magistrate's part to violate the law, or at least that there was such a persistent and apparently intentional disregard of well known legal rules as in itself to amout to judicial misconduct."

After quoting various opinions touching on the subject, Justice Hirschberg continues:

tinues:

The charges presented against Magistrate Tighe allege that in the decisions made by him which are the subject of this investigation he wrongfully and fraudulently violated his oath of office. In addition to this express charge of fraud and intentional misconduct, it is also asserted in an alternative form that he, either through ignorance as to the law governing the cases in question or through deliberate intent, wilfully misinterpreted the law. The learned referee acquits the Magistrate of the charge of ignorance or incompetency, and the finding of bias construed in the light of the evidence before us is not equivalent to a finding against him on the other charges.

in the light of the evidence before us is not equivalent to a finding against him on the other charges.

Conceding that many, if not most of the decisions in question were wrong and that the offenders should have been held by the Magistrate, that his conduct in discharging them was prompted by fraud, corruption, a deliberate intent to violate the law of a conscious and corrupt blas does not appear. On the other hand, it does affirmatively appear that the Magistrate did hold in bail several persons accused of violations of sections 344a and 344b of the Penal Code during that period covered by these charges, he deeming the evidence in these cases sufficient to establish the probability of their guilt.

It is true that more persons were discharged by him than were committed, but that fact cannot of itself be regarded as conclusive on the question of either wilful intent or corrupt or improper bias. Nor is the case as yet one of such continued uniformly of conduct as would justify the conclusion that the Magistrate is hostile to the enforcement of salutary laws aimed at the exceptionally mean and vicious form of gambling known as policy playing. On the contrary, the proof is entirely consistent with the theory that the Magistrate was influenced by arguments and briefs of counsel to the adontion of an honest, if mistaken, belief that the evidence against the accused persons was in fact wholly insufficient in law; in which belief he may well have been also influenced to some extent by misapplied, or at least misunderstood, decisions of tribunals higher than his own which were urged upon him as controlling.

Magistrate Tighe is attending a regatta of the amateur oarsmen in St. Louis. News of the decision was sent to him yesterday. He will return home on

vesterday. Wednesday.

WESTCHESTER GAS ANNEX. Terms on Which the Local Company Was Taken Over.

The terms on which the Consolidated Gas Company purchased the interest of the United Gas Improvement Company and of other stockholders in the Westchester Lighting Company are understood to include an exchange of the stock of the westchester Lighting Company, par for par, for bonds of the New York and Westchester Lighting Company, which is the consolidated company taking over the property. These bonds are guaranteed, principal and interest, by the Consolidated Gas Company.

principal and interest, by the Consolidated Gas Company.

There is \$2,500,000 of preferred stock of the Westchester Lighting Company and this is to be exchanged for 5 per cent. fifty year debenture bonds of the new company. For the \$6,000,000 of common stock of the company held by the United Gas Improvement Company and for the other common stock acquired, general mortgage 100 year bonds are given, the interest on these being at ½ of 1 per cent. and increasing to 4 per cent. in 1914 and thereafter. There is \$10,000,000 of common stock outstanding and about \$6,000,000 of bonds have been issued under the \$10,000,000 Westchester Lighting Company first mort-Westchester Lighting Company first mort

FINANCIAL NOTES.

Sidell Tilghman, of Tilghman, Rowland & Co., has sold his seat and retired from the New York Stock Exchange after a membership of thirty-four years. He has served three terms on the governing committee, was for nine years a member of the committee on admissions, ten years on the committee on stock lists, and twelve years on the committee for eleven years.

The Corporation Trust Company as no unceded to the committee of the committee for eleven years.

committee for eleven years.

The Corporation Trust Company announced yesterday that in view of the recent legislation prohibiting foreign moneyed corporations from transferring securities in this city it had turned over this branch of its business to the North American Trust Company. The Corporation Trust Company will carry on its general corporation business as heretofore.

Theodore H. Price announced yesterday the result of his investigation of cotton crop conditions as of July 20, 1904. He estimates a total production on the present crop prospects of 12,027,931 bales.

Bertrand Beer, of the New Orleans cotton brokerage and banking house of H. & B. Beer, has bought a seat on the New York Stock Exchange.

Live Stock Market.

Thurs by the stock market.

Thursday, July 28.

Receipts of beeves none: feeling nominally steady. Dressed beef steady at 8@11c. per lb. for common to choice native sides. Latest cables from Europe quoted live cattle and sheep steady, refrigerator beef selling at 11½611½c. per lb. No shipments of live stock or dressed beef reported for to-day or to-morrow.

Receipts of calves were 216 head for the market. The trade was rated steady for both veals and buttermiks, and the pens were easily cleared. Common to fair veals sold at \$5@87 per 100 lbs.; buttermiks at \$3.70@88.75. City dressed veals already at 10@12½c. per lb.; country dressed at 2.00c.

Receipts of sheep and levyley were receipts of sheep and levyley receipts of sh

GOSSIP OF WALL STREET.

It was evident yesterday that a larger proportion of the selling on Wednesday's decline had been for the short account than was generally supposed to be the case. The was generally supposed to be the case. The speculative houses and brokers, acting for speculative interests, who sold the market so heavily on Wednesday and were large borrowers in the loan crowd afterward, were equally prominent as buyers on yesterday's recovery. On Wednesday's lowest prices stocks were offered so freely as to give the impression that the floating or speculative supply must have been very materially increased, whereas yesterday afternoon, prices having recovered anywhere from 1½ to 2½ per cent. from Wednesday's low figures, there seemed to be an actual scarcity of stocks, quotations advancing between large transactions on lots of 200 and 300 shares even in such stocks as Union Pacific, South ern Pacific, St. Paul and Steel preferred. The total of yesterday's transactions fell considerably under Wednesday's total. After a recovery in the forenoon averaging about three-quarters of 1 per cent through the active list the market became almost stagnant. It was the aggressive buying of Union Pacific and Southern Pacific that started it up again, the great strength of those stocks, the former of which had been the leader of the market from the beginning of its recent advance, causing a pellmell retreat of the short interest.

The continued absence of general con mission business was disappointing not only to brokers, but to all who believe that into whose hands soever the market may next fall no advance from this level can be sus-tained without public support. Commenting upon the professional character of yesterday's "No relief from the professional character of the market has been apparent, and the fact that the source of the trading lies almost entirely within the walls of the Stock Ex-change has been more roticeable than ever. In fact, the succession of fluctuations during the last few weeks would appear to us to have been occasioned almost entirely by specu-lative cliques who have successively overbought and oversold the market, causing in their turns rallies and recessions." That is a house that is inclined to take an optimistic view of things. Western houses were considerable buyers on balance yesterday, but their buying was thought to be largely for the short account, representing the covering of short contracts made on Wednesday. A good deal of this covering, no doubt, was done

An operator whose analysis of a confused speculative situation is generally of a very shrewd and trustworthy character said yesterday afternoon: "I should not become overenthusiastic about this recovery today. The market was heavily oversold yesterday, and to-day, with the more pacific news from abroad, it was a comparatively easy thing for the bull element to rout the other fellows. They have been preying upon each other. The question now, in my mind, is whether they can get enough general commission business to sustain the market or whether, in the absence of such support or whether, in the absence of such support, stocks will sag back again. I am inclined to think that the market will have to be let down to meet the public. As soon as it begins to take hold the market can be started up

In the forenoon yesterday there developed an urgent borrowing demand for stocks for delivery on Wednesday's contracts. It was evident that the short interest had become greatly extended. The extent to which short covering alone was responsible for the recovery in prices is, naturally, a debatable question, but on the advances the short account must have been heavily scaled down, for the demand for stocks in the loan crowd after the close of the market was re-ported to be much reduced. The heavy borrowing by international houses was no longer in evidence. There survived a very active demand for Steel preferred, but the inquiry for other stocks was about normal.

It will doubtless be held as another mark against the leadership of the Western ele-ment that a bullish interview from John W. Gates, published last Saturday, was followed by a sharp break in the market, not to say that it marked the temporary culmi-nation of the advance. It will be said that the decline was due to foreign complications, for which nobody could blame the Gates party, but the critical retort could be made that in the hands of the Gates crowd the that in the hands of the Gates crowd the market was forced up in the face of developments portending a crisis in the foreign ments portending a crisis in the foreign situation, so that when the scare came the ministration of the law, or indeed any intentional or corrupt motive or bias in its enforcement, hold him acquitted of the grave charges which have been presented against him.

On the break Wednesday the Western

On the break Wednesday the Western bull crowd threw over a lot of stocks, but it is believed to have been unable to get entirely out of its accumulations, and the impression is that it is still long of the market, especially of Atchison. The extent to which its commitments have been scaled down, however, relieves the market of at least one menace that had prejudiced a majority of the trading element against the long side of stocks. It is now considered a fine achievement to have unloaded stocks on the market while the Gates crowd was holding it up. Several big traders did that on a large scale, and were heavy buyers Wednesday while the Gates crowd was supposed to be selling.

Union Pacific recovered yesterday to within 1% per cent. of its high price on this last upward swing. Its maximum advance for the day was 2½ per cent., and it closed within ½ per cent. of the top. There has been much speculation in the last few days on the fact that the semi-annual Union Pacific dividends have not been announced at the usual time. Some have attached significance to the delay, owing to the talk that has been heard lately of a possible increase of dividends on the common stock. There is reason to believe. however, that the dividends will be announced very shortly, and also that they will be at the old rate of 4 per cent. The buying yesterday in both Union Pacific and Southern Pacific was said to be of a character rather better than the average. It was thought that men interested heavily in those stocks were favorably disposed toward operations against the short account. Southern Pacific sold "ex rights." The tip was widely circulated that the stock would recover the value of the rights during the day. Its maximum advance, however, was but 11/4 per cent. The rights were traded in on the Stock Exchange for the first time, and were very active at from 21/2 to 21/2, closing at the highest. The subscription privilege will expire on Sept. 1.

The market got its initial impulse yesterday from London. In the American quarter of the London market prices at the hour of our opening ranged from 1/2 to 1 per cent. above New York parity, and in the foreneon here the international houses repurchased stocks heavily, their buying being almost as heavy as was the selling from the same quarter on Wednesday. It was in the international stocks that the recovery started.

Interborough stock is traded in on the curb market, and the rain yesterday seriously interfered with the transaction of curb business. In an office where some trading was being done in other traction stocks a client asked for a quotation on Interborough stock. Two or three minutes later he got this report No market for Interborough; it's too wet.

Stock Exchange houses supposed to have political affiliations, especially those representing the Tammany element, were prominent buyers of Metropolitan Street Railway on yesterday's advance. The tip went around that the Tammany crowd had the word to get long of the stock for another turn. Metro politan Securities also was very active, at even a greater advance than that of Metropolitan Street Railway. George P. Butler & Bro. were reported to be selling Metro-Receipts of sheep and lambs were 20½ cars, or 6.806 head, including 17½ cars for the market, making with a car carried over from yeaterday 18½ cars on sale. The market opened active and 20c, higher on all grades of both sheep and lambs and closed firm with everything sold. Common to good sheep sold at \$3.626, culls at \$2.75; rather common to prime lambs at \$6.25; culls at \$2.75; rather common to prime lambs at \$6.756\$7.50, bulls at \$4. Ilressed mutton steady at \$2.10c, per 10b; dressed lambs, at \$60.10c; general sales, \$2.10c.

Receipts of sheep and lambs were 20½ cars, or 6.806 head, including only 7 head for the market. Feeling firm by Buffalo adv

selling for effect. The discovery that ther was no Metropolitan stock in the Whitney estate made a favorable impression, because it disposed of the apprehension that the market was menaced with a supply of stock from that quarter. There was, of course, another view of the failure of Mr. Whitney to leave a single share of a 7 per cent. guaranteed stock in his estate. Now that it is found that Mr. Whitney, before his death, was all out of his Metropolitan, the question where all the stock has found lodgment becomes more interesting than ever. The speculative supply is not large. As compared with the amount that was carried two or three years ago by commission houses that which they are now carrying is insignificant. Houses that would always have anywhere from 1,000 to 5,000 shares of it on their books only two or three years ago now have but from 100 to 500 shares or none at all. One explana tion ventured is that the stock has been much more freely absorbed for investment than Wall Street has generally supposed.

The books of the Southern Pacific Company were closed yesterday in order that list of shareholders might be made to ascertain who had rights to subscribe to the new \$40,000,000 issue of preferred stock. It is expected that a circular will be issued on Aug. 1 giving details regarding the subscription and possibly further informa-tion as to the exact uses of the money re-ceived from these subscriptions, which have already been stated in a general way.

The executive committee of the Southern
Pacific held a short meeting yesterday, at which only routine business was done James Stillman, E. H. Harriman, George J. Gould and Otto H. Kahn, of the executive committee, are all in Europe.

Tammany Society Paying Off Bonds. Tammany Society has made preparations o redeem \$12,000 of the 41/2 per cent, bonds of the society. It gave notice yesterday that six \$1,000 and twelve \$500 4½ per cent. bonds of the society had been drawn by lot for redemption and would be paid at the office of the Central Trust Company on Aug. 1 at par and interest to that date

General Electric's Private Wireless Line The General Electric Company has decided to install a wireless telegraph system between its Schenectady and Lynn plants. At present telegraphic communication be-tween these plants is understood to call for some two or three hundred telegrams daily, while telephone charges amount to about \$100 a day.

Killed in a Rear End Collision. JEFFREYSBURG, Mo., July 28.-J. Hesseman of Bemont, Mo., was killed in a rear end collision at this station on the Rock Island road just before noon to-day. Charles King of Sioux City, Ia., was out and bruised and the engineer of the colliding train, N. J. Clark, was hurt fatally by jump-

MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAY. Sun rises.....4:48 Sun sets....7:24 Moon rises....8:32 HIGH WATER—THIS DAY. Sandy Hook. 8:49 Gov. I'd 9:21 Hell Gate 11:16

Arrived-THURSDAY, July 28. Ss Deutschland, Hamburg, July 21. Ss Pannonia, Trieste, July 9. Ss Germania, Marseilles, July 12. Ss Germania, Marsellies, July 12.
Ss Croydon, Huli, July 12.
Ss Luson, Padang, May 31.
Ss Royal Exchange, Guantanamo, July 21.
Ss Pecine, Cardenasi July 20.
Ss Tiger, Cardenas, July 12.
Ss City of Memphis, Savannah, July 25.
Ss Jefferson, Norfolk, July 27.
Ss George Farwell, Jacksonville, July 23.
Bark Linnea, Batavia, Feb. 6.

ARRIVED OUT.

Ss La Savole, from New York at Havre.
Ss Potsdam, from New York at Boulogne.
Ss Ultonia, from New York at Naples. SAILED PROM FOREIGN PORTS. Ss Baitle, from Queenstown for New York.
Ss Prinz Adelbert, from Naples for New York.
Ss Prinz Adelbert, from Classow for New York.

Ss Ethlopia, from Glasg	ow for New	York.
OUTGOING 8	CEAMBRIPS.	
	o-day.	
560 1	Mails	Vessels
	Close.	Saft.
Arable, Liverpool	5000000	6 00 A M
Adirondack, Hayti	9 30 A M	12 00 M
Tiomo, Yucatan	1 00 P M	3 00 P M
Sabine, Brunswick		3 00 P M
Apache, Charleston		3 00 P M
Jefferson, Norsolk		3 00 P M
Sail To		
New York, Southampton.	6 00 A M	9 30 A M
Lacanta, Liverpool	4 30 A M	8 00 A M
Vaderland, Antwerp	8 30 A M	10 30 A M
Anchoria, Glasgow	9 30 A M	12 00 M
Island, Copenhagen		2 00 P M
Minnetonka, London	7411111111	7 30 A M
Bulgaria. Hamburg		7 00 A M
Resalind, Newfoundland.	7 30 A M	10 00 A M
Trinidad. Bermuda	8 00 A M	10 00 A M
Zulla, Curação	8 30 A M	12 00 M
Coamo, San Juan	9 00 A M	12 00 M
Sarnia, Jamaica	9 30 A M	12 00 M
Mexico. Havana	10 00 A M	1 00 P M
Maraval, Grenada	10 00 A M	1 00 P M
Denver, Galveston	*******	3 00 P M
El Siglo, New Orleans	*******	3 00 P M
Et Sud, Galveston City of Atlanta, Savannah	********	3 00 P M
City of Atlanta, Savannah	*******	3 00 P M
Monroe, Norfolk		3 00 P M
Sau Monda		S. 100 to 12
Princess Anne, Norfolk		3 00 P M
Comanche, Charleston	Form to you	3 00 P M
INCOMING BY		

Maraval, Glenana	10 00 A M	1 00 P M
Denver, Galveston		3 00 P M
El Siglo, New Orleas	15	3 00 P M
Pl Sud. Galveston		9 00 P M
City of Atlanta Saval	nn e h	9 00 P M
Manage Nortally	411411	2 00 P M
Monroe. Norrolk	construction of the second	3 00 P M
Maraval, Grenara Denver, Galveston. El Siglo, New Orleas El Sud, Galveston. City of Atlanta, Savat Monroe. Norfolk	onday, Aug. 1.	
Princess Anne, Norfo	olk	3 00 P M
Princess Anne, Norfo Comanche, Charlesto	n	3 00 P M
	NO STEAMSHIPS.	
	ue To-day.	
Llandaff City	Swansea	July 14
Jenny	Glbraltar	July 14
Sau Marcos	Galveston	July 21
City of Macon	Savannah	July 27
City of Macon	New Orleans	July 24
El Dorado	Galveston	July 23
British King	Antween	July 18
Comanche	Tankaanulile	Tuly 10
		July 20
Due	To-morrow.	B-77 (1) (B-87)
Celtic	Liverpool	July 22
Umbria	Liverpool	July 23
Umbria	New Orleans.	July 24
Vigilanela	Havana	July 26
Arapahoe	Jacksonville.	July 28
Due St	unday, July 31.	COLUMN ACTION ACT
La Champagne	Hayre	July 23
City of Columbus	Savannah	July 20
Arkadia	San Juan	July 28
Colorado	Brunswick	Inter 20
		July 28
Due M	londay, Aug. 1.	
Minnehaha	London	July 23
Ryndam	Rotterdam	July 23
Kroonland	Antwerp	July 23
Furnessia	Glasgow	July 21
Philadelphia Proteus	Porto Cabello	July 22
Proteus.	New Orleans	July 27
El Valle	Galveston	July 26
Due T	westan Aug 2	
Water Wilhelm II	uesday, Aug. 2.	Tule 95
Kaiser Wilhelm II	Bremen	July 25
Kaiser Wilhelm II Grosser Kurfuerst.	Bremen	July 23
Grosser Kurfuerat.	Bremen	July 23
Kalser Wilhelm II	Bremen Bremen Glasgow	July 23 July 23 July 21

PROPOSALS.

PROPOSALS.

AQUEDUCT COMMISSIONERS' OFFICE, Room 207, Stewart Building, No. 280 Broadway. New York, July 28, 1904.

TO CONTRACTORS:
Scaled bids or estimates for doing the work and furnishing the materials called for in the approved forms of contracts now on file in the office of the Aqueduct Commissioners for.

NO. 1. BUILDING A HIGHWAY BRIDGE SUPERSTRUCTURE OF CONCRETE-STEEL, 200 FT. SPAN, ACROSS THE SPILLWAY OF THE NEW CROTON DAM, IN THE TOWN OF CORTLANDT, WESTCHESTER COUNTY, N. Y. NO. 2. FURNISHING, ERECTING AND PLACING SLUICE GATES, STOP-COCK AND DRAIN VALVES, WITH THE NECESSARY LIFTING MACHINERY, LADDERS, FLOOR BEAMS AND PLATES, ALSO PIPES AND SPECIAL CASTINGS, ETC., REQUIRED AT THE NEW CROTON DAM, IN THE TOWN OF CORTLANDT, WESTCHESTER COUNTY, N. Y. will be received at this office until 12 o'clock noon on Tuesday, August 16, 1904. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contracts for doing said work and furnishing the materials required, will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contracts and the specifications thereof, and bids or proposals and proper envelopes for their Inclosure, forms of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see "City Record," published at No. 2 City Hall.

WILLIAM H. TEN EYCK, President.

FRANK H. WARDER, Acting Secretary.

PROPOSALS FOR ARMY TRANSPORT SUP-PLIES—Phila. Depot. Q. M. Dep't., North American Building, Phila. Pa., July 28th, 1904—Sealed proposals in triplicate will be received here until 11 o'clock A. M., Wednesday, August 17th, 1904, for furnishing this depot with Army Transport Supplies, consisting of Sliver plated ware, Glass Tumblers. Counterpanes, Mattress Covers, Sheets, Linen for Table Cloths, Cotton Pillows, Tinware, Enameled-ware, &c. Samples can be seen or full information had upon application at the Schuyl-kill Arsenal, in this Cliy. Bidders must state the rate at which they will make deliveries. Govern ment reserves the right to reject or accept any or all proposals, or any portion thereof. Preference given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign production or manufacture the duly thereon) being equal. A GUARANTEE in 10 per cent. of the value of the articles proposed for must accompany each proposals UNGUARANTEED BIDS will not be considered. Blanks for proposals and list of articles required will be furnished by this office. Envelopes containing proposals be endorsed "Proposals for Transport Supplies," and addressed to Lieut. Colonel J. W. Pope, Deputy Quartermaster General,

EXCURSIONS.

CONEY ISLAND

Including Admission | Round Trip | Tickets, STEEPLECHASE PARK) 25c. Including Admission

Round Trip LUNA PARK and STEEPLECHASE PARK | 30c. Leave FOOT 22D ST., North River, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 1:45, 2:30, 8:15, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00 P. M. Leave Fier (New) No. I. } Half hour later. North River, Leave NEW IRON PIER, Coney Island, 10:40, 11:40 A. M., 12:40, 1:40, 2:40, 8:25, 4:10, 4:55, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40 P. M.

STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. 31st St. 7:30 A. M.; Pler (New) No. 1, N. R., 8:20 A. M. Balt and tackle oa board. Fare: Gentlemen. 75c.; Ladles, 50c.; Children, 25c.

SPECIAL EXCURSION TO Rockaway Beach.

STEAMER CYGNUS,
OF IRON STEAMBOAT FLEET.
To-day.
Leave foot 22d St., North River, 11:15 A. M.; Pier (New) No. 1, North River, 11:45 A. M.; Pier (New) No. 1, North River, 11:45 A. M.
Returning Leave Rockaway Beach 5:50 P. M.
Round Trip Tickets. 50 Cents
Children 30 Cents

Preamband
ROUND BOATS 25
TRIP BOATS Cents
TO CONEY ISLAND,

DREAMLAND Four largest steel steamers affoat, including the Dreamland," "St. John's," "Grand Republic," and "Rosedale."

Rosedale.

Leave W. 129th St. every hour, 9 A. M. to 8 P. M.
Leave W. 22d St. hourly on the half hour, 9:30 A. M.
to 8:30 P. M. Leave Battery every hour, 10 A.
M. to 9 P. M.
Last boat leaves Dreamland 11 P. M.
Round trip from W. 129th St., 30 cents.
Round trip from W. 22d St. and Battery, 25 cents.

Including admission to Dreamland.

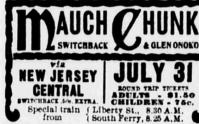
\$100 EXCURSIONS EVERY SUNDAY ERIE RAILROAD

SHOHOLA CLEN.

Express trains leave W. 23d St. 8:55 and 9:25; Chambers St. 9:00 and 9:30; Jersey City 9:15 and 9:45 A. M. Returning, leave Shohola 4:30 and 5:15 P. M. GREENWOOD LAKE GLENS \$1.00—or, with Dinner at Casino, \$1.50. Special express train leaves West 23d St. 9:40. Chambers St. 9:45, Jersey City 10:00 A. M. Return-ing, leave Glens 5:00 and 6:58 P. M.

New Mountain 75° Exercision Excursion Resort 75° Every Sunday BAND CONCERT. AMUSEMENTS. OLD FASHIONED COUNTRY DINNER, 50c.

| Special Train leaves West 28d St. 8:55 A. M.; Cortiands and Desbrosses St. 9:00 A. M.; Fulton St., Brooklyn, 8:45 A. M.; Jersey City (Penna. Sta.), 9:20 A. M.; Newark, Market St., 9:38 A. M.



To Sea Cliff and Glenwood Stops at Great Neck Saturdays.
The well equipped Steamer "NANTASKET, will leave Pier 13, E. R. (near Wall St.), on Saturdays at 1:30 P. M.; 31st st., E. R., 1:45 P. M. Ret. arrive N. Y. 9:33, P. M. On Sundays, leave Pier 13, E. R.; 9:45 A. M. Leave Glenwood 5:30 P. M. Excursion 50c. Tickets. ********

On SUNDAYS the steel STEAMER RICHAR!
PECK leaves Pier 20, E. R., foot Peck Slip, 9:38
Return, due N. Y. 8:45 P. M. Nearly all day on Lon
Island Sound. Two hours in New Haven. Fine Ret
taurant & Cafe. Music. Tirks. \$1.00. Children 50

PUBLIC NOTICES.

SUPREME COURT, Second Judicial District.

IN THE MATTER Eighth Sup-plemental Proceeding Cornell Dam. the petition of Thomas F. Gilroy, Commissioner of Public Works of the City of New York, under and in pursuance of Chapter 400 of the Laws of 1883, and the Laws amendatory thereof, on behalf of The Mayor. Aldermen and Commonalty of the City of New York, for the appointment of Commissioners of Appraisal under said acts.

under said acts.

PUBLIC NOTICE IS HEREBY GIVEN that the Seventh and Eighth Reports of the Commissioners of Appraisal in the above entitled matter were filed in the office of the Clerk of the County of West-chester at White Plains in said County on June 14 and June 25, 1804, respectively.

NOTICE IS FURTHER GIVEN that the Seventh separate Report includes and affects the parcels of land designated as parcels Nos. 71, 72, 724, 77 13514, 136, 13614, 141, 149, 154, 168, 251, 384, 468, 525, 528 and 566, and that the Eighth separate Report includes and affects the parcels of land designated as parcels Nos. 38614 and 567 and designated as parcels Nos. 38614 and 567 and designated as parcels Nos. 38614 and 567 and the Supreme Court of the State of New York, to be held in and for the Second Judicial District at the Court House in the Borough of Brooklyn, City of New York, on the 2nd day of August, 1804, at 10:30 o'clock in the Orenoon of that day, or as soon thereafter as counsel can be heard, for an order or orders confirming said reports, and for such other and further relief as may be just.

Dated, New York, June 29, 1904.

JOHN J. DELANY, Corporation Counsel, New York City.

ABLE-BODIED, UNMARRIED MEN, between Ages of 21 and 35 citizens of good.

ABLE-BODIED, UNMARRIED MEN, between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to RECRUITING OFFICER, 25 Third Ave., 2800 Third Ave., 705 Sixth Ave., N. Y., or 263 Fulton St., Brooklyn.

PROPOSALS.

GOVERNOR'S ISLAND, N. Y. H., July 28, 1004—Sealed proposals, in triplicate, for repairing wharf (Engineer Dock), Governor's Island, N. Y. H., will be received here until 11 A. M., August 12, 1904. The United States reserves the right to reject any or all bids. Information furnished on application. Envelope containing proposals will be endorsed: "Proposals for repairing wharf (Engineer Dock), at Governor's Island, N. Y." WILLIAM E. HORTON, Assistant to Chief Quarter-master.

FORT WADSWORTH, N. Y., July 27, 1904.—
Sealed proposals for building ward wing on hospital at post will be received until 10 A. M., Aug. 12, 1904. Information furnished on application U. S. reserves right to accept or reject any proposal or any part thereof. Envelopes containing proposals should be indorsed "Proposals for building ward wing," addressed Lieut. GEO. L. HICKS, Jr., Q. M.

FINANCIAL.

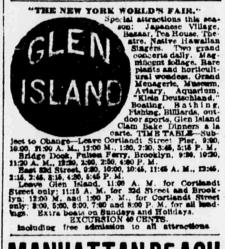
ST. LOUIS REAL ESTATE One of most valuable Office Building Propositions in St. Louis For Sale. Ground leases without re-valuation. Will enhance rapidly in value. Worth \$1,000,000, but will be sold for about \$700,000, one-third cash. Address X. Y., Box 205 Sun Office.

CONSOLIDATED SEAT for sale cheap to immediate buyer. S. SHIRK, 42 Broadway, room 437.

ST. LOUIS

HOTEL JEFFERSON. Short tours to Eastern Resorts, including all expenses. Send for circular.

Raymond & Whitcomb Co. 25 Union Square, N. Y.



Via L. I. R. R.: Leave N. Y., foot of E. 34th st. 5:30, 6:50, 7:40, 9:20, 11:00 A. M., 12:10 (12:40 Race Days), and half hourly from 1:10 to 3:40, 4:20, 5:10, 5:50, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30 and 10:50 P. M. Trains stop at Manhattan Crossing (E. N. Y.) about 25 min. after 34th st. time. Separate table Sunday. Via B. R. T. ELEVATED TRAINS: Leave Brooklyn side of Bridge 8:50, 9:15 A. M. and half hourly from 4:40 to 6:40 P. M. Leave N. Y. (Park Row) half hourly from 9:36 A. M. to 3:36, and 4:01 P. M. and 7:06 to 10:36 P. M. Separate table Saturday.

Via 39TH ST. (BROOKLYN) FERRY: Leave Whitehall st. 7:00 A. M., and every 40 minutes to 9:40 P. M.

ROCKAWAY BEACH

VIA LONG ISLAND RAILROAD.

Trains leave N. Y., foot E. 34tf st, week days, 5:40, 6:20, 8:20, 9:20, 10:30, 10:50 A. M.; 12:50 (1:20 Saturdays only), 13:0 (2:20 Saturdays only), 2:50 (3:30 Saturdays only), 10:30 (3:30 Saturdays only), 10:30 P. M., 12:00 midnight. SEEING The Delightful trips of The Yacht Clifton around New York are absolutely devoid of danger—sail of YACHT West 23d St. (Albany Day Line Pler), at 10 A. M. and 230 P. M. AND Round Trip, \$1.00. Expert lecture points out a thousand points of interest en route. Yacht tlekets MOBILES. To sale at all Hotel Newstands. "Seeing New York Antomobiles." Downtown trip, \$1.25. Uptown trip, \$1.50. The ONLY Starting Point Fifth Avenue Side Flattron Building. 10 A. M., 2 P. M. and 4 P. M. Dally and Sunday. Tel. Calls, 4944—4945 Gramercy.

*********** NEWPORT \$1.50 EVERY SUNDAY.

REW JERSEY

GENTRAL

ADULTS . 51.56

SPICIAL TRAIN (Liberty St., 8.30 A.M.

South Ferry, 8.25 A.M.

Saturday Afterneons & Sunday Mornings

To Sea Cliff and Glenwood

Staterooms, music and refreshments on steamer **************

WEST POINT, NEWBURGH & **POUGHKEEPSIE**

UP THE PICTURESQUE HUDSON Grand Daily Outings (except Sunday) By Palace Iron Day Line Steamers "NEW YORK" and "ALBANY." From Brooklyn, Fulton St. (by Annex). 8:00 A.M.

New York, Desbrosses St. Pler. 8:40

West 22d St. Pler. 9:00

West 129th St. Pler. 9:20

Returning due in New York 8:30 P. M.

MORNING AND AFTERNOON CONCERTS.

Deep Sea fishing daily, Al. Foster's iron steamer Angler. Fare, 75c. ladies, 50c. Leaves 22d st. E. R. 7:15 a. n.: Battery Landing, 8:08.

OCEAN STEAMERS. AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.
Sailing Saturdays, 9:30 A. M. Pier 15, N. R.
New York. July 30 Pauladelphia. Aug. 13
St. Paul Aug. 6 Germanic. Aug. 20 ATLANTIC TRANSPORT LINE.

RED STAR LINE. NEW YORK—ANTWERP—PARIS.
Sailing Saturdays, 10:30 A. M. Pier 14, N. R.
Vaderland. July 30 Zeeland. Aug. 13
Kroonland. Aug. 6 Finland. Aug. 20
SPECIAL NOTICE: Commencing Aug. 6, the large,
new, twin-screw steamships of the Red. Star Line
will call at Dover, England, both East & West bound.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Salling Wednesdays and Fridays, Pler 48, N. R.
Arable. July 29, 6 A. M. Baltie. Aug. 10, 4 P.M.
Teutonic, Aug. 3, 10 A.M. Majestic, Aug. 17, 10 A.M.
Celtic. Aug. 5, noon Cedric. Aug. 19, noon eltic ... Aug. 5, noon Cedric ... Aug. 19, noon Passenger offices, 9 Broadway.

Freight offices, Whitehall Bldg., Battery Place.

Famburg-American.

Semi-Weekly I'win-Screw Service.

FOR PLYMOUTH, CHERBOURG, HAMBURG.
Bulgaria. July 80, 7AM | Hamburg, Aug. 18, 11 AM.

Deutschi'd.Aug. 4,10AM | Phœnicia. Aug. 20, 10 AM.
| Pennsylvania.Aug. 4,0, 10 ' 'Binecher.Aug. 25, 10 AM.
| Patricia, Aug. 13, 6:30 AM | Pretoria. ...Aug. 27, 6 AM ' Grillroom and .tgynmastum on board.

| Will call at Dover for London and Paris.

Mediterranean Service. New York—Naples—Genoa.

By superb New Twin-Screw Steamers.

First Cabin, 560 and 575 Upward.

According to Season.

HAMBURG-AMERICAN LINE.

Offices, 36 and 37 Broadway. Plers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. FAST ENPRESS SERVICE.

PLYMOUTH—CHERBOURG—BREMEN.

R. Wm. II. Aug. 9, 1 PM | R. Wm. II. Sept. 6, 12:30 PM

Kalser... Aug. 16, 10 AM | Raiser... Sept. 18, 10 AM

Kronpring. Aug. 23, 1 PM | Kronpring. Sept. 20, 1 PM

OELRICHS & CO., 5 Broadway, N. Y.

ANCHOR LINE GLASGOW VIA LONDONDERRY. Anchoria. July 30, noon Purnessia. Aug. 6, noon Columbia. Aug. 20, 2 PM First saloop, 80 and up. Second saloon, \$35 and up; third class, \$18 and \$14.
For illustrated Book of Tours apply to HENDERSON BROTHERS, 17 and 19 Broadway.

MOLLAND-AMERICA LINE

OLD DOMINION LINE, For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Reach, Washington, D. C., and entire South and West.
Freight and passenger steamers and from Pier P. N. R. foot Beach st., every weaking at 3 P. M. H. B. WALKER, Vice-France Content of the State of the

BOSTON AND POINTS IN NEW ENG PALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:50 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and PILIGRIM. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 8 P. M. NORWICH LINE for New London, Block Island, Stoningston, Watch Hill, Narragansett Pier, Worcester, Boston, North and East. Stes. CITY OF LOWELL & CHESTER W. CHAPIN Lvc. Pier 40, N. R., ft. Clarkson St., week days only 6:00 P. M. NEW HAVEN LINE for New Haven, Springfield and North. Week days. Steamer RICHARD PECK IVS. Pier 20, E. R., 2:45 P. M.; foot E. Sist St., 3:00 P. M. Steamer NEW HAMPSHIRE IVS. Pier 20, E. R., 2:20 Dight. Sundays RICHARD PECK IVS. Pier 20, E. R., 6:30; foot E. Sist St., 3:000 P. M. Steamer NEW HAMPSHIRE IVS. Pier 20, E. R., 6:30; foot E. Sist St., 3:000 P. M. Steamer St. Steamer St., 10:000 A. M.; return, due New York St5 P. M.
Tickets and staterooms all Lines, at 118, 261, 673, 1185, 1354 Broadway, 25 Union Square, 187 5th Avenue, 245 Columbus Avenue, 273 W. and 153 E. 125th Street, New York: 4 Court, 800 Fulton Street, 800 Broadway, Brooklyn, and at Piers.

Including all expenses en route and Hudson River by Daylight. Palatial steamers "NEW YORK" and "ALDANY" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex)... 8:00 A.M.

Desbrosses St. Pier... 8:40

"West 22d St. Pier... 9:00

"West 129th at... 9:20 West 129th at. 9.20
Landing at Yonkers, West Point, Newburg, Poughkeepsie, Kingston Point, Catskill, Hudson and
Albany, Dally, except Sunday, Special train
to Catskill Min. resorts and Saratoga, and casy
connections to all points East, North and West.
Through tickets and baggage checked at offices
of N. Y. Transfer Co. Most delightful one-day
outing to West Point, Newburg or Poughkeepsie,
returning on down boat.

Restaurant open at 7 A. M. Music.

STEAMER MARY POWELL. Leaving Desbrosses St. at 8:15 P. M. (Saturdays, 1:45 P. M.); W. 22nd St. 3:20 P. M. (Saturdays 2. P. M.); W. 22nd St. 3:20 P. M. (Saturdays 2. P. M.); W. 22nd St. 3:20 P. M. (Saturdays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Miton, Poughkeepsle, Esopus Rondout and Kingston. Orchestra on board.

THE FAST MODERN STEAMERS OF THE MAINE STEAMSHIP CO. PORTLAND LINE, A COOL. REFRESHING SHORT OCEAN VOYAGE. White Mountains, Bar Harbor, Hailfax, easily reached from Portland. Round trip tickets limited for use within ten days, \$7.00 each. Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this healthful territory, free at ticket office, 290 Broadway, cor. Reade St., and Pler (New 32, East River, New York, or by mail. Telephone, 1200 Orchard.

Catskill Evening Line.

For Catskill and Catskill Mountain Points, Hudson and the Berkshires, Coxsackie and way landings. Steamer KAATERSKILL or ONTEORA week days, 8 P M., from Christopher St.; 7 P. M. from West 129th St.

Extra boat (ONTEORA) Saturdays, 1:50 from Christopher St.; 1:50 from West 129th St., for Catskill, Hudson, by annex, and Malden.

Special trains for Cairo, Palenville, Otis Summit, Haines Corners and Tannersville.

Dining Rooms on Main Deck.

Illustrated Folder Malled Free.

PATTEN LINE.

50c.—LONG BRANCH AND BACK—50c.
80c.—ASBURY PARK AND BACK—60c.
Week Days:
Leave Bloomfield St., N. R. (3 blocks below W.
14th St. Ferry), 8:00, 8:55, 11:00 A. M., 2:40 P. M.
Saturday—6:00, 8:55 A. M., 12:45, 2:40 P. M.
Lv. Battery, 8:35, 9:20, 11:30 A. M., 3:10 P. M.
Saturday—8:35, 9:20, 11:15, 3:10 P. M.
Sundays:—
Leave Bloomfield St., N. R., 8:55, 9:20, 9:45, 10:40
A. M. Lv. Battery, 9:20, 9:45, 10:10, 11:10 A. M.

NEW YORK-ALBANY
New O. W. Morse, Saling on odd
dates in July, and Adirondack.
ALTERNATING DAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS. ORCHESTRA.
Leave Pler 32, N. R., foot of Canal St., 6 P. M. Direct rail connection at Albany with express trains
to all points. Send 10c. for C. W. Morse Souvenir,
Excursion Booklet, 2c. stamp.

TROY LINE. Dining-rooms on Main Deck. Searchlight

Excursion: Troy, \$2.50. Saratoga, \$4.50. Lake George, \$6.30; Wilmington, Vt., \$5.50. Send for Booklet Excursion Tours. JOY LINE. MOST DELIGHTFUL TRIP IN AMERICA
From Pier 35, East River. 'Phone 800 Orchard. IOSTUN.

BLOCK ISLAND, ORIENT, GREEN-PORT, SHELTER ISLAND AND Steamers leave Pier 13. E. R. N. Y., near Wall st., week days, except Saturdays, 5:30 P. M.: Saturdays, 1 P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR SAG HARBOR.

HARTFORD LINE. from New Pier 19. East River, foot of Peck Silp, daily, except Sunday, at 5 P. M., for Connecticut River Landings. Write for illustrated folder.

OCEAN STEAMERS.

CUNARD LINE

To Liverpool, via Queenstown.

From Piers 51-82, North River.
Lucania...July 30, 8 AM | Etruria...Aug. 20, 10 AM Umbria...Aug. 8, 10 AM | Lucania...Aug. 27, 7 AM Campania...Aug. 13, 8 AM | Umbria...Sept. 3, 10 AM Saloon rates for Umbria and Etruria, 365 and upward, according to accommodation.

Tuesday Service.

Carpathia...Aug. 9, noon | Aurania...Aug. 23, noon Mediterranean-Adriatic Service.

New (1904) | SLAVONIA, 10,200 tons.
Twin-Screw S. S. | PANNONIA, 10,200 tons.
Twin-Srew S. S. ULTONIA, 9,000 tops.
Pannonia...Aug. 2, noon | Slavonia...Aug. 30, noon Ultonia...Aug. 23, noon Pannonia...Aug. 30, noon Apply 29 Broadway, New York.

VEENON H. BROWN, General Agent.

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. Emp. of Japan . . . Aug. 15 R. M. S. Tartar .. . Sept. 19 R.M.S. Athenian . . Aug. 29 Empress of india . . Oct. 8 Empress of China . Sept. 5 Empress of Japan . Oct. 31 Hawailan, Fiji Islands, Australia and New ... Aug. 19 | Manuka For rates and information apply at 458 & 1 B'way

BALTIMORE AND OHIO RAILROAD ROYAL BLUE TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR."
TO BALTIMORE and WASHINGTON

RAILBOADS

Leave South Ferry 5 minutes earlier Lv. Liberty street, 830 am, Except Sun. 10:00 am, Daily s carlier.
4 Sun. Buffet.
Diner.
Diner.
Diner.
All Pullman.
Diner.
Buffet. Lv. Liberty street, 830 am, Except Sun, Buffet, 1200 noon, Dally. Diner. 1200 noon, Dally. Diner. 200 pm, Dally. Diner. 200 pm, Dally. Diner. 630 pm, Dally. Diner. 730 pm, Dally. Diner. 730 pm, Dally. Buffet. Stepers. Stepers. Stepers. Stepers. Stepers. Stepers. Stepers. Stepers. Lv. New York City, South Ferry, Liberty St. Dally. Chicago, Pittaburg. 12:10 nt. 12:15 nt. Sleeper Chicago, Columbus. 1:55 pm. 2:00 pm. Diner Pittaburg. Cleveland. 3:55 pm. 4:90 pm. Lim'd. Pittaburg. Cleveland. 3:55 pm. 4:90 pm. Buffet Cincinnati. St. Louis. 9:55 am. 10:00 am. Diner Cincinnati. St. Louis. 9:55 pm. 6:00 pm. Diner Cincinnati. St. Louis. 9:55 pm. 6:00 pm. Diner Cincinnati. St. Louis. 9:55 pm. 6:00 pm. Diner Offices: 167, 261, 434, 1300 Broadway, 6 Astor House, 106 Greenwich St., 25 Union Square W., 301 Grand St., N. V.: 343 Fulton Street, Brooklyn; South Ferry and Liberty Street.

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sts. 18300 A.M.—For Binghamion and Syracuse.

10:000 A.M.—For Burfalo, Chicago and St. Louis. 21:000 A.M.—For Burfalo, Chicago and St. Louis. 21:000 P.M.—Por Burfalo and Chicago. 14:000 P.M.—For Burfalo and Chicago. 14:000 P.M.—For Burfalo and Chicago. 16:100 P.M.—For Burfalo, Syracuse, Richfield Spigs. 16:100 P.M.—For Burfalo, Syracuse, Richfield Spigs. 16:100 A.M.—For Chicago—Sleepers open at 9 P.M.—Tor Burfalo, Syracuse, Richfield Spigs. 16:100 A.M.—For Chicago—Sleepers open at 9 P.M.—Tor Burfalo, Syracuse, Richfield Spigs. 16:100 A.M.—For Chicago—Sleepers open at 9 P.M.—Tor Burfalo, Syracuse, Richfield Spigs. 16:100 A.M.—For Chicago—Sleepers open at 9 P.M.—Tor Burfalo, 18:100 A.M.—For Chicago—Sleepers open at 9 P.M.—Torburfalo, 18:100 A.M.—Torburfalo, 18:100 A.M.

NEW YORK ONTARIO & WESTERN RY Frankiin St. Los al Train Lvs. W 42nd St. A.M. 13530 A.M. 13530 A.M. A.M. Day Express to Oswego 8,500 A.M. A.M. Liberty Express 9:15 A.M. A.M. Liberty Express 12,00 noon noon Express to Norwich 12:15 P.M. P.M. Saturdays to Rockland 13:15 P.M. P.M. Ellenville and Kingston 3:16 P.M. P.M. Express to Rockland 3:45 P.M. P.M. Express to Rockland 3:45 P.M. P.M. Western Express 18:00 P.M. Undays 15:10 P.M. Response to Rockland 13:15 P.M.

RAILROADS. "AMERICA'S GREATEST RAILBOAD." A HUDSON RIVER R. R THE SIX-TRACK TRUNK LINE

THE SIX-TRACK TRUNK LINE

VIA NIAGARA PALLS.

Trains depart from Grand Central Station, 42d street, New York, 45 "Alow;

North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—4MIDNIGHT EXPRESS.

7:50 A. M.—1ADIRON DACK & 1030 IDS. SPL.
8:30 A. M.—1ADIRON DACK & 1030 IDS. SPL.
10:20 A. M.—1ADIRON DACK & 1030 IDS. SPL.
10:20 A. M.—1ADIRON DACK & 1030 IDS.
10:20 A. M.—1ADIRON TENT IDS.
1:20 P. M.—1ADIRON DACK & 1030 IDS

(New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.

*9:40 A. M.—Catskill and St. Louis Limited.

*11:215 P.M.—Rip Van Winkle Flyer.

*1:200 P.M.—Cheago Express.

*2:25 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis.

*3:23 P. M.—Uster Express.

*6:20 P.M.—For Roch., Buffalo, Clevel'd & Chicago.

*18:60 P.M.—Roch., Buffalo, Detroit & St. Louis.

*9:43 P.M.—For Syra. Roch., Nia. Falls, Det. & Chi.

*Daily. *1Daily.*except Sunday.* Baggage checked from hotel or residence by Westcott Express.

A. H. SMITH.

Gen'l Manager.

Gen'l Pass'r Agent.

NEW YORK, NEW HAVEN & HARTFORD R. R.

Trains depart from Grand Central Station, 42d
St. and 4th ave., as follows, for—
BOSTON, via New London and Providence—75:00.
17:110:00, **110:02 A. M., 17:1110:00, **1110:03, **110:00, **110:02 A. M., 17:110:00, **110:03, **110:00, **110:00 A. M., 17:10:09 P. M.

BOSTON, via Hartford and Willimantic—718:00
A. M., 17:00 P. M. Worcester via Putnam.
BOSTON, via Springfield—79:00 A. M., 17:12:00, *14:00, **110:00 P. M.

FITCHBURG, via Willimantic, Putnam and Worcester—173:00 P. M.

FITCHBURG, via Willimantic, Putnam and Worcester—173:00 P. M.

GREAT BARRINGTON, STOCKBRIDGE, LENOX, PITTSFIELD, via South Norwalk—78:00, 179:15
A. M., 81:30, 179:30 P. M.

WATERBURY and WINSTED—15:00, 46:00, 179:15
A. M., 81:30, 179:30 P. M.

WATERBURY and WINSTED—15:00, 46:00, 179:00, 170:02, 470:02 to Waterbury) P. M.

Ticket offices at cGrand Central Station, and c125th St., also at c113, c201, 1185, c1854 Broadway, c3 Park place, c25 Union Square, c127 Fight ave. c245, Columbus ave., 648 Madison ave., c278 West 125th St., also at c113, c201, 1185, c1854 Broadway, c3 Park place, c25 Union Square, c127 Fight ave. c245, Columbus ave., 648 Madison ave., c278 West 125th St., also at c118, c201, 1185, c1854 Broadway, c3 Park place, c180 Broadway (E. D.)

"Dally, 1Except Sundays, 45 Sundays only, 8 Saturdays only, 18 Stops at 125th at 125t NEW YORK, NEW HAVEN & HARTFORD R. R.

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry (ave minutes earlier than shown below)
EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—2430 (7:15 Easton only);
9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only);
9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only);
MILKESBARRE AND SCHANTON—24:00, 9:10
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, 9:40 A. M., 21:30
(3:40, Lakewood and Lakeburst only), 4:20 P.
M. Sundays, 9:40 P. M.
ATLANTIC CITY—9:40 A. M. 12:40 P. M.
VINELAND AND BRIDGETON—12:400 A. M., 21:30 P. M.
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 330, 11:30 A. M., 11:20, 24:5, 3:30, 3:53 (except Long Branch, 4:45), 4:53, 5:30, 6:30, 11:30 P. M. Sundays, except Ocean
Grove, 9:15 A. M., 1:30, 4:50, 8:30 P. M.
PHILADELPHIA — (READING TERMINAL)—
*4:25, 17:30, 18:30, 9:30, 11:90, 11:30 A. M., 11:20, 1:30, 11:30, 12:30, 12:30, 13:30, NEW JERSEY CENTRAL R. R. PROVIDENCE, \$2.00 EVERY WEEK DAY BALTIMORE & WASHINGTON -8:00, 10:00, 12:00, 2:00, 4:00, 6:00, 7:00, 12:15. \$3.00 READING. HARRISBURG. POTTSVILLE AND WILLIAMSPORT—H:00, 24:28, 18:00, 819:10: READING. HARRISHURG. POTISVILLE.
AND WILLIA SISPORT.—H4.00, zai25, fis00, sis-10;
(10:00, 11:00 A. M., Reading only), #\$1:00, #*1:20,
12:00 P. M., Reading, Pottsville and Harrisburg
only, 14:00, 15:00 P. M.
SANDY HOOK ROUTE.—Fr. ft. of Rector St.,
Pr. 8. Atlantic Hids, Scabright, Monmouth Bch.
and Long Branch, Asbury Park, Pt. Pleasant,
9:00, 10:00, 11:00 A. M., 1:00, 2:00, 8:48, 4:30, 5:30,
(8:00 to Asbury Park) P. M. Sundays, 10:00 A.
M., 1:00, 4:00, 8:00 P. M.
zProm Liberty Street only, *Daily, *Daily
except Sunday, *Sunday only, :Parlor cars only,
#Via Tamaqua, :Sunday only, :Parlor cars only,
#Via Tamaqua, :Sunday only, :Parlor cars only,
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#Via Tamaqua, :Sunday only, :Parlor cars,
#Via Tamaqua, :Parlor cars,
#Via Tamaqua, :Par

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

ET The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.

FOR THE WEST.

7:185 A. M. CHICAGO SPECIAL.

9:185 A. M. ST. LOUIS LIMITED.

23 hours to Chicago.

1:185 P. M. CHICAGO AND ST. LOUIS EXPRESS.

4:185 P. M. CHICAGO LIMITED.

5:185 P. M. CHICAGO LIMITED.

5:185 P. M. CHICAGO LIMITED.

5:185 P. M. WESTERN EXPRESS.

7:58 P. M. WESTERN EXPRESS.

7:58 P. M. PITTISBURG SPECIAL.

9:185 P. M. PITTISBURG SPECIAL.

7:28, 4:25, 4:

dally.
ATLANTIC COAST LINE.—0:25 A. M., and 0:25 P. M. dally.
SEABOARD AIR LINE.—12:25 P. M. and 12:16 A. M. dally.

NORFOLK AND WESTERN RAIL WAY.—8:28 P. M. dally.

CHENAPEAKE & OHIO RAILWAY.—7:55 A. M. weekdays, 4:56 P. M. dally.

FOR OLD POINT COMFORT and NORFOLK.—7:55 A. M. week-days, 8:26 P. M. dally.

ATLANTIC CITY.—9:55 A. M. and 2:55 P. M. weekdays, 5:255 A. M. week-days, 8:25 P. M. week-days, 8:26 P. M. week-days, 8:26 P. M. week-days, 8:26 P. M. week-days, 10 M. CAPE MAY.—12:55 P. M. week-days, 10 M. CAPE MAY.—12:55 P. M. week-days, 10 M. week-days, 10 M. Week-days, 10 M. Week-days, 10 M. S. Saturdays only, 2:25, 2:85, 3:25, 4.25 (except Long Branch), 4:55, and 6:56 F. M. week-days, Sundays, 8:25, 9:25 A. M., and 4:55 P. M. From Desbrosses and Cortlandt Streets only, 3:30 A. M. FOR PHILABELPHIA.

6:05,7:25,*7:55, 8:25, 8:25, *9:25, *9:55, *9:36, *10:23, *10:55, 11:35 A. M., 12:25, *12:55, *1:35, 2:10, 2:35, *3:25, 3:55, 12:55, *10:35, 8:25, 9:25, *10:35, 8:25, 9:25, *10:35, 8:25, *10:35, 8:25, 9:25, *10:35, 8: MORFOLK AND WESTERN RAILWAY. -8:26 P. M.

Cab Service.
W. W. ATTERBURY.
General Manager.
GEO. W. BOYD.

General Passenger Agent. LEHICH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sta. B. * Daily. † Except Sunday. Sunday changes: a7.5. d1.15. e7.45. n5.25. z5.45.

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